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LEMONADE
LEMON SQUASH
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Waters are packed and placed on Board at Hongkong Prices and the full amount allowed for Packages and Bunkies when received in good order.

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FRUIT COGNAC—Raspberry, Strawberry, Lime, Damson Black Currant, Red Currant, Pine Apple, Orange, Lemon, Mandarin Orange, and Gooseberry.

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A large selection of choice Old Brands.

Full particulars and prices on application.

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A complete stock of all the best and most popular Brands.

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A Medicinal Wine agreeable to the taste containing the valuable properties of Cinchona Bark combined with a choice Brand of Red Wine.

Its powerful anti-febrile qualities tend to ward off attacks of malarial fever, and to all convalescents it acts as a quick restorative and appetizer.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.

Hongkong, 22nd July, 1922.

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The Daily Press.

HONGKONG, SEPTEMBER 10TH, 1922.

This report of the British Consul at Chungking on the trade of that port for 1891 came to hand by last mail, and although the Customs report has already appeared, and the statistics are therefore known, Mr. FULFORD's remarks on the conditions and prospects of trade at this terminus of the foreign trade on the Yangtze are specially interesting as it is the first year it has ranked as a treaty port. The total amount of foreign trade in 1891 was less than 1890, but, as the Consul points out, it would be premature to draw comparisons as the change of systems necessarily involved some disturbance of the course of business. The carrying trade so far has been monopolized by chartered junk, mostly of very small, foreign merchants not caring at first, presumably, to build or purchase native craft for the purpose. The plan found for the time being, Mr. FULFORD says, is to pay freight to the junk-owner per package. This is also the custom in the native trade, and is thought to be the most satisfactory. Were the shippers of cargo the owners of the junks they would find it difficult to check malpractices and carelessness on the part of their captains and crews. For valuable cargoes the smaller boats are preferred, as they are much less liable to accidents in the rapids. Bunks are divided as much as possible, and large consignments in one boat are rare. The Consul goes on to say "As there is some prospect of a company being

started to insure the cargoes of foreign chartered junks, the nature of the risk may be to some extent indicated by a review of the accidents which occurred during the half-year of traffic in 1891. Of 300 upward-bound foreign chartered junks 5 were wrecked, and of 397 downward-bound junks 8 were wrecked. "None of the cargo of these wrecked junks was actually lost. It was dried and forwarded to its destination. It thus appears that to boats carefully selected, of medium size, and well manned, the risk is not so great as has been generally imagined. "Exceptional seasons, however, occur, when sudden freshets do enormous damage and raise the average of loss considerably." The Yangtze is not an accommodating river. The season when traffic is easiest between Ichang and Chungking is during the winter, when the water is low and the current slack; but the reverse is the case between Ichang and Hankow, the summer being more favourable for navigation because there is then greater depth of water in the shallows. The steamship companies engaged in the trade have been making efforts to provide for this condition of things, and the Indo-China S. N. Co. recently placed a light draft boat on this route built for the purpose. The China Merchants' Co. run the little Kuei-ling, which was originally designed by the Upper Yangtze Steam Navigation Company to force a way up the rapids to Chungking. In the event of the steamer accommodation not being equal to the necessities of the trade Mr. FULFORD thinks that large storage godowns would be advisable at Ichang. Possibly both facilities will be provided.

With regard to the import trade, there was a large falling off as compared with that of the previous year, but Mr. FULFORD explains this by stating that 1890 was an exceptionally prosperous one in Szechuen. The crops were good, exchange was favourable, and there was a general desire to lay in stocks on the part of the Chungking merchants. Then there was the change in the system, which the conservative Chinese did not like or trust very much. In spite of this, however, the imports of 1891 were larger than in any preceding year save only 1890. The principal falling off was in grey shirtings and cotton yarn. The decrease in the import of cotton piece goods is of course, says Mr. FULFORD, the result of the preference of the Chinese for cotton yarn, and has been increasingly evident since 1889, in which year the cotton yarn trade commenced its great extension. The quality most valued in the yarn is its evenness of size and surface. The Indian yarn is preferred to the English as being coarser and therefore better adapted to the manufacture of cloth more like the native article. The decrease in the import of yarn in 1891 was attributed by the Chungking merchants to overstocking, but a rise in the local tax levied on it also had some effect in checking sales. It seems that the cotton yarn competes directly with the raw cotton of the Lower Yangtze, both being used by the Szechuenese in weaving, and that as the local revenue is largely supported by this raw cotton the local authorities have determined to make good deficiencies by levying duty on cotton yarn. Mr. FULFORD says: "The local cotton yarn is therefore more strictly collected, and has been raised both at the Chungking barriers and at those further in the interior. An attempt made in November, 1891, to send cotton yarn to its destination under transit passes was met, first, by delay at the barriers, notably at Hsueh, 60 miles north of Chungking, on the large tributary joining the Yangtze at this town; and secondly, by the imposition of a differential to the rate of destination duty of 3 per cent. ad valorem. Such a rate of course prohibited, as ordinary local paid on route would not exceed 3 per cent, and the transit half duty is 1.75 per cent. ad valorem. The use of transit passes has therefore abruptly ceased, pending discussion of the question. It is to be regretted that Szechuen has followed the example of the province of Kwangtung in this respect, as such a tax minimises the advantages gained by making Chungking the port of entry for foreign goods in place of Hankow and Ichang." A similar difficulty arose when foreign goods were first brought into Szechuen from Hankow, but in 1880, in response to a memorial to the Throne, a reduction was made in the yearly estimate of duty to be accounted for by the local station through which the goods passed. It is to be hoped that a similar course may be adopted in the present case, or the trade will continue to be hampered. In theory, and according to Treaty, the transit pass clears the goods of further liability, but in practice it is unfortunately found not to be the case, and spite of all protests by the Consul authorities the levy is persevered with.

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With regard to the import trade, there was a large falling off as compared with that of the previous year, but Mr. FULFORD explains this by stating that 1890 was an exceptionally prosperous one in Szechuen. The crops were good, exchange was favourable, and there was a general desire to lay in stocks on the part of the Chungking merchants. Then there was the change in the system, which the conservative Chinese did not like or trust very much. In spite of this, however, the imports of 1891 were larger than in any preceding year save only 1890. The principal falling off was in grey shirtings and cotton yarn. The decrease in the import of cotton piece goods is of course, says Mr. FULFORD, the result of the preference of the Chinese for cotton yarn, and has been increasingly evident since 1889, in which year the cotton yarn trade commenced its great extension. The quality most valued in the yarn is its evenness of size and surface. The Indian yarn is preferred to the English as being coarser and therefore better adapted to the manufacture of cloth more like the native article. The decrease in the import of yarn in 1891 was attributed by the Chungking merchants to overstocking, but a rise in the local tax levied on it also had some effect in checking sales. It seems that the cotton yarn competes directly with the raw cotton of the Lower Yangtze, both being used by the Szechuenese in weaving, and that as the local revenue is largely supported by this raw cotton the local authorities have determined to make good deficiencies by levying duty on cotton yarn. Mr. FULFORD says: "The local cotton yarn is therefore more strictly collected, and has been raised both at the Chungking barriers and at those further in the interior. An attempt made in November, 1891, to send cotton yarn to its destination under transit passes was met, first, by delay at the barriers, notably at Hsueh, 60 miles north of Chungking, on the large tributary joining the Yangtze at this town; and secondly, by the imposition of a differential to the rate of destination duty of 3 per cent. ad valorem. Such a rate of course prohibited, as ordinary local paid on route would not exceed 3 per cent, and the transit half duty is 1.75 per cent. ad valorem. The use of transit passes has therefore abruptly ceased, pending discussion of the question. It is to be regretted that Szechuen has followed the example of the province of Kwangtung in this respect, as such a tax minimises the advantages gained by making Chungking the port of entry for foreign goods in place of Hankow and Ichang." A similar difficulty arose when foreign goods were first brought into Szechuen from Hankow, but in 1880, in response to a memorial to the Throne, a reduction was made in the yearly estimate of duty to be accounted for by the local station through which the goods passed. It is to be hoped that a similar course may be adopted in the present case, or the trade will continue to be hampered. In theory, and according to Treaty, the transit pass clears the goods of further liability, but in practice it is unfortunately found not to be the case, and spite of all protests by the Consul authorities the levy is persevered with.

The Consul gives some details concerning the minor articles of import which are rapidly increasing. The steamer returns to carry it, and it is therefore conveyed up under transit pass from Hankow. No objection seems to be made to the use of this in Chungking from fear of confiscation. The town is well supplied with small manual fire-engines, and the brigade is able to successfully grapple with fires. Cotton umbrellas of a cheap description are largely imported. Being much lighter than the clumsy native articles, they find much favour as sunshades, and in Chentsi especially they are taking the place of the large straw hats formerly in fashion. They are sold retail for very low prices, ranging from 1s. 6d. to 3s. each. In Chentsi, Mr. FULFORD adds, they are making umbrellas of their own, employing bamboo instead of iron for the framework. These are clumsier than the foreign article, but are even cheaper. Watches, clocks, radios, and many other articles coming under the head of luxuries are appreciated, and as the province is both populous and wealthy a further extension of trade in such goods may be looked for. The Szechuenese, however, are evidently not too conservative to imitate ideas. In addition to the umbrella manufacture, in imitation of the imported goods, two match factories have been established in the suburbs of Chungking. They make the Chinese match, a most inferior quality.

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SPORTING NOTES.

The ampie are on the wing and the shooting season has commenced. Practically the first excursions to the mainland were made last Saturday, but it is probable that with typhoons, heat, and other deterrent elements, that there will not be much done before the end of the month. A fairly good beginning, however, was made on Saturday. Two or three parties picked up in orthodox style, some three or four parties, and some of the day's sport was on the hills prepared for the usual heavy day's tramp. The sport upon the whole was good. The birds proved to be wild and strong on the wing, and the shooting was of the order of the best. The game was as difficult as the ordinary amateur, but generally good shooting because it is the correct thing—world wide to experiment upon. Half-a-dozen small local "game" secured three or four species, and one who with an astuteness learnt by experience in a leading bank, went out alone before his comrades, returned with seven couples. In the middle of the Sabbath afternoon, however, operations were postponed by a rain, and a very heavy thunderstorm. Tracks were promptly made in all the different directions to the hills. The lightning flashed with terrifying vividness, and one bedding immunity of the law, after a careful calculation of his own and the appearance of the rain, decided that there was a slight blight in his own favour; handed his gun to his attendant, and left his conductors to power should promptly terminate the career of a future occupant of the Wanchow.

The weather is not against all forms of sport just now, and there is little to record of any interest during the week. The water of the harbour is choppy and rough, and no swimmer of the slightest value can be done; the ill winds at the Happy Valley golf course, and neither golf nor tennis is much played; things sporting are at a discount. On Sunday evening an interesting match came off at the Recreation between Tomlin and Parmesan. The course was terribly heavy, and I myself did not expect the best of the match. However, the match was won by Tomlin, and the result was a long and a short, and the final showed that Capt. Glavin's team had more of the game. A few matches of this kind would not do the game any harm, and would certainly be watched with interest by all sportsmen in the colony, especially by those who participate in the next "Jockey Club" meeting will see us back again to the conditions of the good old days of yore.

In connection with the Aquatic Festival, completed so successfully last Saturday, I am requested to correct an error which crept into my remarks about the Champion Race. The winner did not make the fastest time on record, but to him a distance of 100 yds. was won by W. Stappan, who swam the distance last year in 54 sec. 24 cent. less than F. Lantieri. The mistake was really nobody's fault in particular, but it justifies a remark which may abate its perpetration in the future. The system of time-keeping at the Recreation Club is undeniably bad—there are no records kept even of the Regatta races, which would certainly be interesting and valuable. That some steps should be taken this year to establish a few records is highly desirable, and the Committee might make a point of considering the question at an early date. As regards the swimming records there is no reason why the champions of the most useful art of station here should not have their names emblazoned in gold upon a special board, similar to those already in the Club, and which are at times also affixed; it would be distinctly valuable.

In Hongkong to send a crew to compete this year at Yokohama? That is a question often asked which will very soon have to be answered, and if answered in the affirmative a search for some one to represent the Club will be a matter of some importance. We should all be glad to see a representative "four" from our Club visit the northern port

